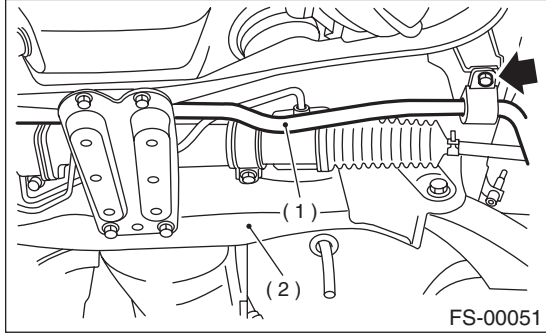


8. Front Crossmember

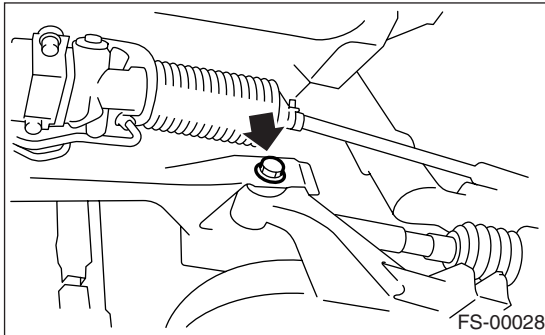
A: REMOVAL

- 1) Disconnect the ground terminal from battery.
- 2) Lift-up the vehicle and remove the front tires and wheels.
- 3) Remove the sub frame. <Ref. to FS-16, REMOVAL, Sub Frame.>
- 4) Remove both stabilizer and jack-up plate.



- (1) Front stabilizer
(2) Front crossmember

- 5) Disconnect the tie-rod end from housing.
- 6) Remove the front exhaust pipe. (Non-turbo model) <Ref. to EX(H4SO)-5, REMOVAL, Front Exhaust Pipe.>
- 7) Remove the front transverse link from front crossmember and body.



- 8) Remove the nuts attaching engine mount cushion rubber to crossmember.
- 9) Remove the steering universal joint. <Ref. to PS-25, REMOVAL, Steering Gearbox.>
- 10) Disconnect the power steering pipe from steering gear box.
- 11) Lift the engine by approx. 10 mm (0.39 in) by using a chain block.
- 12) Support the crossmember with a jack, remove the nuts securing crossmember to body and lower crossmember gradually along with the steering gearbox.

CAUTION:

When removing the crossmember downward, be careful that the tie-rod end does not interfere with SFJ boot.

- 13) Remove the steering gearbox from crossmember.

B: INSTALLATION

- 1) Install in the reverse order of removal.

CAUTION:

Always tighten the rubber bushing when wheels are in full contact with the ground and vehicle is curb weight.

Tightening torque:

Transverse link bushing to crossmember:

100 N·m (10.2 kgf-m, 74 ft-lb)

Stabilizer to bushing:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

Tie-rod end to housing:

27.0 N·m (2.75 kgf-m, 19.9 ft-lb)

Front cushion rubber to crossmember:

85 N·m (8.7 kgf-m, 62.7 ft-lb)

Universal joint to pinion shaft:

24 N·m (2.4 kgf-m, 17.4 ft-lb)

Crossmember to body:

100 N·m (10.2 kgf-m, 74 ft-lb)

- 2) Purge air from the power steering system.

NOTE:

Check the wheel alignment and adjust if necessary.

C: INSPECTION

Check the crossmember for wear, damage and cracks, and correct or replace if defective.